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THIS IS UNEVALUATED INFORMATION

1.

The Ministry of State Reserves is also called by Soviets the Ministry of Preparations. [redacted] a district (rayon) meeting of chairmen of collective farms during which the rayon secretary said that a program was in process for collecting a four year reserve, especially of grain and sugar. These reserves were being built up in the event of war over the years 1947-1948-49. [redacted] these reserves were intended for the Ministry of State Reserves. [redacted] the military will make requisitions upon the State Reserves as needed. There must be a close coordination between the two but I can give no definite data about this.

[redacted] I came in contact with two grain collecting points, one at the rayon center and both located on rail lines. The grain was brought to these collection centers where it was accepted by representatives of the government, loaded on grain cars, and shipped away. None of the grain was stored at either of these points, but was loaded for shipment as fast as transport became available.

Grain is stored for the most part in large grain elevators inside the Soviet Union. [redacted] one in Kiev and others along the Volga River; there are two others, one at Stalingrad and one at Kuibyshev.

2.

There is a mobilization section in the Voenkommand at rayon and oblast level which maintains personnel and vehicular records. In the event of an emergency, this section can then mobilize vehicles, horses, and wagons as well as individuals. [redacted] that this is a part of "mobilization reserves," [redacted] if this system maintains warehouses, although [redacted] likely, especially at oblast levels.

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- 2 -

I know no details about the system for industrial mobilization, and the following comments are merely assumptions. I believe that in each area committee there is a section which concerns itself with industry. I think that they would be the ones who would be concerned with storage of industrial products.

50X1

3.

There is no set number per military district in the USSR. Naturally there are some in all of the military districts but their actual location is determined more by strategic location of the area and ease of access to the material producing plants. Control of the central storage depots is exercised by the Ministry of War. I believe that the stock comes straight from the factories where it is manufactured to the warehouses of the central storage depots. It is then distributed to the field units. I think, but am not sure, that it is supplied directly to the Army which in turn issues it accordingly through channels down the line.

4.

According to the regular norm, each soldier is supposed to have an untouchable reserve of three days' supplies of all types. Each regiment is supposed to maintain a 10 day reserve; each division, approximately one month's supply of reserves; and each army, approximately three months' reserve of all types of supplies. I knew of some units which were overstocked and had more than the required amount of supplies on hand. I believe that the Soviet Army has a minimum of three months' supplies, although it would probably take only one month to over-run all of Europe with the exception of the Iberian Peninsula.

50X1

5.

I know of a Quartermaster School in Leningrad which is a sort of graduate school for newly commissioned officers. I have heard of a Quartermaster Academy in Moscow, although I have not seen it myself.

6.

Yes. I know of an artillery outfit with 76-mm guns at Cherkassy in the Ukraine with horse drawn transport. I believe it is probably a mountain unit. Also many permanent quartermaster installations have a high percentage of horse drawn vehicles. All these are in the USSR and I do not know of any units in Germany relying on horse drawn transport as their basic means of movement. Although cavalry outfits did not justify themselves in World War II, horses used for transport proved to be very valuable especially in areas of rough terrain and poor roads.

50X1

In the collective and state farms, about 10% of the horses and wagons are kept in an army fund. They cannot be used in heavy work and must be kept in good condition at all times. Since they are inspected from time to time by the Voenkommand, the collective must stand the expense of maintaining them in perfect condition for the army at all times. Wagons are now built of a special design so that they can be converted to military use immediately.

I would estimate that all-in-all probably 10% or more of the Soviet Army is still horse-transported.

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